250899 2014-84-T

South Carolina Department of Public Safety, State Transport Police



USDOT# 2116575

Legal: SC EXPRESS LLC

Operating (DBA):

MC/MX #: 737742

State #:

Federal Tax ID:

Review Type: Safety Audit - New Entrant

Location of Review/Audit: Company Facility in the U.S.

Scope: Entire Operation

Territory:

Operation Types

Interstate Intrastate

N/A

Non-HM N/A

N/A N/A Business: Corporation

Gross Revenue:

\$31907

for year ending:

12/31/2011

Company Physical Address:

Carrier:

Shipper:

Cargo Tank:

2818 COLUMBIA HWY N STE 100 AIKEN, SC 29805, UNITED STATES

E-Mail Address: info@scsedan.com

Contact Name: James Canady

Phone numbers: (1) 8036489977

(2)

Fax 8036486885

Company Mailing Address:

2818 COLUMBIA HWY N STE 100 AIKEN, SC 29805, UNITED STATES

Carrier Classification

Authorized for Hire

Cargo Classification

Passengers

Does carrier transport placardable quantities of HM? No

is an HM Permit required?

No

Driver Information

Inter Intra < 100 Miles: 0 0 >= 100 Miles:

Average trip leased drivers/month: 0

Total Drivers:

Equipment

0 7

Owned

CDL Drivers: 0

Van, 9-15

Trip Leased O

Limousine, 1-8

2

Owned Term Leased Trip Leased

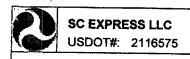
Power units used in the U.S.:

3

Percentage of time used in the U.S.:

100

Term Leased



Review Date: 10/6/2011

Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

South Caroloina State Transport Police, Motor Carrier Compliance Unit 10311 Wilson Blvd, Building D-2, Post Office Box 1993, Blythewood, SC 29016

Phone: (803) 896-2696 Fax: (803) 896-5526

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed:

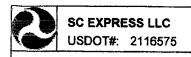
Name: James Canady Title: General Manager

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Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question General # 1 Section # 387.7(a) Acute	Answer			
pes the carrier have the required minimum level of financial responsibility in effect (property carrier)?				
Question General # 2 Section # 387.7(d) Critical	Answer			
Does the carrier have required proof of financial responsibility (property carrier)?	N/A			
Question General # 3 Section # 387.31(a) Acute	Answer			
Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	Yes			
Question General # 4 Section # 387.31(d) Critical	Answer			
Does the carrier have required proof of financial responsibility (passenger carrier)?	Yes			
Question General # 5 Section # 13901 (392.9a(a)(1))	Answer			
s the motor carrier authorized to conduct interstate operations in the United States?	Yes			
Question General # 6 Section # 390.15(b)(1)	Answer			
Can the carrier provide a complete accident register of recordable accidents?	N/A			
Question General # 7 Section # 390.15(b)(2) Critical	Answer			
Ooes the carrier have copies of all accident reports required by States or other government entities or nsurers?	N/A			
Question General # 8 Section # 390.3(e)	Answer			
s the carrier knowledgeable of the FMCSRs/HMRs?	Yes			
Question General # 9 Section # 390.21	Answer			
oes the carrier know the commercial motor vehicles marking requirements?	Yes			
tuestion Driver # 1 Section # 391.51(a) Critical	Answer			
oes the carrier maintain driver qualification files?	Yes			
uestion Driver # 2 Section # 391.11(b)(4) Acute	Answer			
the carrier using physically qualified drivers?	Yes			
uestion Driver # 3 Section # 391.45(a), 391.45(b) Critical	Answer			
the carrier using a driver without a medical certificate or with an expired medical certificate?	No			
uestion Driver # 4 Section # 391.15(a) Acute	Answer			
the carrier using any disqualified drivers?	No			
uestion Driver # 5 Section # 391.51(b)(2) Critical	Answer			
pes the carrier maintain driving inquiry data in driver qualification files?	Yes			

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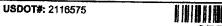
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	Answe	
Has the carrier implemented an alcohol and/or controlled substances testing program?		
Question Driver # 7 Section # 382.213(b) Acute		
Has the carrier used drivers who have used controlled substances?	<u>Аляwe</u>	
	N/A	
Question Driver # 8 Section # 382.215 Acute	Answe	
las the carrier used a driver who has tested positive for a controlled substance?	N/A	
Question Driver # 9 Section # 382.201 Acute	Answe	
Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	N/A	
Question Driver # 10 Section # 382.505(a) Acute	Angua	
las the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within	Answei N/A	
4 hours of being tested?	11//1	
Question Driver # 11 Section # 382.301(a) Critical	Answer	
las the carrier ensured that drivers have undergone testing for controlled substances prior to performing a	N/A	
anaty sensitive function?	1 417 (
Nuestion Driver # 12 Section # 382,303(a) Critical	Answer	
as the carrier conducted post accident testing on drivers for alcohol?	N/A	
	7.07.	
uestion Driver # 13 Section # 382.303(b) Critical	Answer	
as the carrier conducted post accident testing on drivers for controlled substances?	N/A	
uestion Driver # 14 Section # 382.305 Acute		
	Answer	
as the carrier implemented random testing program?	N/A	
uestion Driver # 15 Section # 382.305(b)(1) Critical		
as the carrier conducted random alcohol testing at an annual rate of not less than the applicable applied to the	Answer	
proceed asks of the applicable annual rate	N/A	
prorated rate of the average number of driver positions?		
produced rate of the average number of driver positions?		
uestion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable provided rate of not less than the	Answer	
produced rate of the average number of driver positions?	Answer N/A	
testion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions?	N/A	
Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Lestion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive	N/A Answer	
testion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions?	N/A	
Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Lestion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive	N/A Answer N/A	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive actions? Justion Driver # 18 Section # 40.309(a)	N/A Answer N/A Answer	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive metions? Justion Driver # 18 Section # 40.309(a) the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	N/A Answer N/A	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive actions? Justion Driver # 18 Section # 40.309(a) as the carrier conducting follow-up testing as directed by the Substance Abuse Professional? Justion Driver # 19 Section # 382.211 Acute	N/A Answer N/A Answer N/A	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive actions? Justion Driver # 18 Section # 40.309(a) the carrier conducting follow-up testing as directed by the Substance Abuse Professional? Justion Driver # 19 Section # 382.211 Acute as the carrier used a driver who has refused to submit to an alcohol or controlled substances test required.	Answer N/A Answer N/A Answer	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive metions? Justion Driver # 18 Section # 40.309(a) the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	N/A Answer N/A Answer N/A	
Justion Driver # 16 Section # 382.305(b)(2) Critical as the carrier conducted controlled substance testing at the applicable prorated rate of not less than the plicable annual rate of the average number of driver positions? Justion Driver # 17 Section # 40.305(a) as the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive actions? Justion Driver # 18 Section # 40.309(a) the carrier conducting follow-up testing as directed by the Substance Abuse Professional? Justion Driver # 19 Section # 382.211 Acute as the carrier used a driver who has refused to submit to an alcohol or controlled substances test required.	Answer N/A Answer N/A Answer	

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Question Driver # 21 Section # 383.23(a) Critical	Answer				
Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?					
Question Driver # 22 Section # 383.37(a) Acute	Answer				
Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?					
Question Driver # 23 Section # 383.51(a) Acute	Answer				
Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?					
Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2)	Answer				
Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?					
Question Operations # 2 Section # 395.8(a) Critical	Answer				
Does the carrier require drivers to make a record of duty status?					
Question Operations # 3 Section # 395.8(i) Critical	Answer				
Does the carrier require drivers to submit records of duty status within 13 days?					
Question Operations # 4 Section # 395.8(k)(1) Critical	Answer				
Can the carrier produce records of duty status and supporting documents for selected drivers?					
Question Operations # 5 Section # 395.3(a)(1) Critical	Answer				
las the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	N/A				
Question Operations # 6 Section # 395.3(a)(2) Critical	Answer				
las the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	N/A				
uestion Operations # 7 Section # 395.3(b)(1) Critical	Answer				
as the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive ays? (Property)	N/A				
uestion Operations # 8 Section # 395.3(b)(2) Critical	Answer				
as the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive ays? (Property)	N/A				
uestion Operations # 9 Section # 395.5(a)(1) Critical	Answer				
as the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	No				
uestion Operations # 10 Section # 395.5(a)(2) Critical	Answer				
s the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	No				
uestion Operations # 11 Section # 395.5(b)(1) Critical	Answer				
is the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive ys? (Passenger)	No				
estion Operations # 12 Section # 395.5(b)(2) Critical	Answer				
s the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive ys? (Passenger)	N/A				

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Question Operations # 13 Section # 395.8(e) Critical	Answer				
Does available evidence indicate a selected driver has prepared a false record of duty status?					
Question Operations # 14 Section # 392.2 Critical	Answer				
Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?					
Question Operations # 15 Section # 392.9(a)(1) Critical	Answer				
Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?					
Question Operations # 16 Section # 392.4(b) Acute	Answer				
Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?					
Question Operations # 17 Section # 392.5(b)(1) Acute	Answer				
lave any drivers operated a commercial motor vehicle while under the influence of, or in possession of, ntoxicating beverages?	No				
Question Operations # 18 Section # 392.5(b)(2) Acute	Answer				
Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?					
Question Maintenance # 1 Section # 396.3(b) Critical	Answer				
can the carrier produce maintenance files for requested vehicle(s)?	Yes				
tuestion Maintenance # 2 Section # 396.17(a) Critical	Answer				
an the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Yes				
uestion Maintenance # 3 Section # 396.11(a) Critical	Answer				
oes the motor carrier require drivers to complete vehicle inspection reports daily?	Yes				
uestion Maintenance # 4 Section # 396.11(c) Acute	Answer				
oes the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports e corrected before the vehicle is operated again?	Yes				
uestion Maintenance # 5 Section # 396.9(c)(2) Acute	Answer				
pes the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have sen made?	N/A				
uestion Maintenance # 6 Section # 396.19	Answer				
the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Yes				
uestion Maintenance # 7 Section # 396.3	Answer				
an the carrier explain its systematic, periodic maintenance program?	Yes				
uestion Other # 1 Section # 375.211	Answer				
	N/A				
pes the carrier participate in an Arbitration Program?					
	Answer				

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Question Other # 3 Section # 375.401(c)	Answer
Oces the carrier provide reasonably accurate estimates of moving charges?	N/A
Ruestion Other # 4 Section # 375.407(a), 375.703(b)	Answer
las the carrier avoided "hostage freight" or other predatory practices?	N/A
tuestion Other # 5 Section # 387.301(a), 387.301(b)	Answer
oes the HHG carrier have sufficient levels of public liability and cargo insurance?	N/A
uestion Other # 6 Section # 375.215	Answer
oes the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).	N/A
uestion Other # 7 Section # 375.213	Answer
an the motor carrier identify the five documents required to be given to a prospective individual shipper prior executing an order for service?	N/A
uestion Other # 8 Section # 49 CFR 37 subpart H	Answer
oes the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour dvance notice basis by its owned or leased OTRBs?	N/A
uestion Other # 9 Section # 49 CFR 37 subpart H	Answer
the carrier does not have the means then does the carrier have an arrangement with another carrier that erates accessible OTRBs?	N/A

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.

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Part B

Your Proposed Safety Audit Result is: PASS

Explanation of Scoring Methodology

Factor	Failed Questions		Performance	Total	Factor
	Critical	Acute	Test Status	Points	Status
1. General	0	0	_	О	PASS
2. Driver	0	0	_	0	PASS
3. Operations	О	0	_	0	PASS
4. Maintenance	0	0	PASS - 0.00 %	0	PASS
5. Hazardous Materials	_	_	_	_	
6. Accidents	_		PASS - 0.00	_	PASS
SUM	0	0		0	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

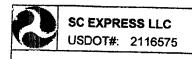
OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.

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Part B Requirements and/or Recommendations

- Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
- 2. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
- Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
- 4. Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time onduty during the preceding seven (7) days and the time at which the driver was last relieved from duty.
- 5. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
- 6. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
- 7. Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.
- 8. Notice: On April 28, 2003, the FMCSA published a final rule revising the hours-of-service regulations for commercial motor vehicle drivers. Under the new rule, drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period.

Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.

9. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001

For questions about licensing, authority or MC numbers: 202-366-9805 For questions about insurance: 202-385-2423

For household goods complaints: 888-DOT-SAFT (888-368-7238)

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